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INVENTORY OF
CITY STREET DEFICIENCIES (PROJECTED TO 1980)
IN THE
CITY AND COUNTY OF SAN FRANCISCO

PREPARED FOR
THE DEPARTMENT OF PUBLIC WORKS
OF THE
STATE OF CALIFORNIA
BY THE
ROAD COMMISSIONER
OF THE
CITY AND COUNTY OF SAN FRANCISCO

DOCUMENTS DEPT

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APRIL 1960

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BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

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BOOK

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OFFICE OF
CHIEF ADMINISTRATIVE OFFICER

SHERMAN P. DUCKEL
CHIEF ADMINISTRATIVE OFFICER

May 2, 1960

289 CITY HALL
SAN FRANCISCO 2
CALIFORNIA

Street Deficiencies

✓
✓ 5 1/2

Honorable George Christopher, Mayor
City and County of San Francisco
Room 200 - City Hall

Dear Mayor Christopher:

Attached for your information and file is a copy of the "Inventory of City Street Deficiencies in the City and County of San Francisco" which was prepared for and transmitted to the State Department of Public Works pursuant to the provisions of Senate Concurrent Resolution No. 62.

After receipt of this and similar inventories from other cities and other counties the State Department of Public Works will prepare a report for the Legislature on the advisability of increasing the gasoline tax by one cent and distributing the revenue therefrom to cities and to counties for the purpose of assisting them in eliminating deficiencies in their street and road systems.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Sherman P. Duckel".

SHERMAN P. DUCKEL
Chief Administrative Officer

Attach: (Inventory Street Deficiencies)

CITY AND COUNTY OF SAN FRANCISCO

OFFICE OF
CHIEF ADMINISTRATIVE OFFICER

May 2, 1960

Street Deficiencies

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Very truly yours,

SHERMAN P. DUCKEL
Chief Administrative Officer

Attach: (Inventory Street Deficiencies)

CHIEF ADMINISTRATIVE OFFICER
OFFICE OF

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1146 1111 = 101 1111

1. The following information was obtained from the files of the Department of the Interior, Bureau of Land Management, regarding the land owned by the United States in the State of California:

After receiving the report of the investigation, the Bureau was advised that the subject had been seen at the residence of the subject's mother, who was also a resident of the same area. The Bureau was advised that the subject had been seen at the residence of the subject's mother, who was also a resident of the same area. The Bureau was advised that the subject had been seen at the residence of the subject's mother, who was also a resident of the same area.

Account: (Inventory Record Deficiency)

1

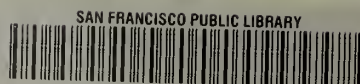
INVENTORY OF
CITY STREET DEFICIENCIES (PROJECTED TO 1980)

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BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO



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CHIEF ADMINISTRATIVE OFFICER

SHERMAN P. DUCKEL
CHIEF ADMINISTRATIVE OFFICER

289 CITY HALL
SAN FRANCISCO 2
CALIFORNIA

April 27, 1960

Mr. J. C. Womack
State Highway Engineer
1120 "N" Street
P. O. Box 1499
Sacramento 7, California

City Street and County Road
Deficiencies Inventory
SCR62

Attention: Mr. F. M. Reynolds

Dear Mr. Womack:

In response to the letters of August 19 and October 5, 1959 from the State Highway Engineer to the Board of Supervisors relative to City street and County road deficiencies, I am pleased to submit the enclosed "Inventory of City Street Deficiencies in the City and County of San Francisco" to assist the Department of Public Works of the State of California in complying with the provisions of Senate Concurrent Resolution No. 62, adopted by the California Legislature at its 1959 Regular Session.

This resolution requests the Department of Public Works of the State of California to undertake "an analysis which will audit city street and county road deficiency reports to bring such reports up to date and make future projections thereof insofar as such projections are practicable within the time available for the study" and . . . "shall include a report on the advisability of legislative consideration of a 1 cent increase in the state gasoline tax, and whether such additional tax revenue should be divided 60 percent to cities and 40 percent to the counties of the State, together with alternative recommendations, if any". Also, the resolution states that ". . . cities and counties of the State are requested to cooperate with the Department of Public Works in the conduct of the analysis and to furnish such necessary data or information at their own expense when requested by the department if the city or county either has such data or information available or is equipped to obtain such data or information".

San Francisco is a combined, coextensive, fully urbanized city and county. An expected consequence of its anticipated growth in population is, of course, an increase in motor vehicle travel. The projected 1980 major city street system shown on the map accompanying the inventory is considered as a contiguous element to an integrated trafficways network in serving the city and has been developed with such growth trends in mind, and on the assumption that it will be complemented by a mass rapid transit system.

Mr. J. C. Womack
April 27, 1960
Page 2

Although not shown on the map, the integrated trafficways network has a layout schematically similar to the one shown in the Transportation Section of the City's Master Plan.

The 813.0 miles in the total street system as noted on the summary sheet consists of 803.00 miles of paved and maintained streets and an estimated 10.0 miles of future streets in the Diamond Heights Redevelopment area and the Hunters Point Reclamation District. Of the 803.0 miles there are 12.7 miles of deficient major arterials, 11.8 miles of deficient collector streets and 3.6 miles of other deficient local streets, amounting to a total street deficiency of 28.1 miles or 3.5%. Within the major city street system itself, however, there are 24.5 miles of deficient streets, or 11.7% of the 209.4 miles in the system.

Based on present construction cost figures, the elimination of all deficiencies as outlined in the inventory would cost an estimated \$33,720,000, right-of-way costs included.

Although San Francisco has been able to eliminate some street deficiencies in the past and will, of course, continue to do so in the future, its present share of state gas tax funds is insufficient to support adequate maintenance and deficiency elimination programs concurrently.

Very truly yours,

Sherman P. Duckel
Road Commissioner

Encl.

By Reuben H. Owens
Reuben H. Owens, Deputy

SUMMARY OF ROAD & STREET DEFICIENCIES

JULY 1, 1960

SYSTEM	TOTAL STREET SYSTEM MILES	TOTAL DEFICIENT MILES	TOTAL ESTIMATED RIGHT OF WAY COST (\$1000)	TOTAL ESTIMATED CONSTRUCTION COST (\$1000)	TOTAL ESTIMATED COST (\$1000)
MAJOR ARTERIALS					
STREETS	107.3	12.1	4,110	13,040	17,150
BRIDGES	—	—	—	—	—
R.R. SEPARATIONS	—	0.6	400	6,800	7,200
TOTAL	107.3	12.7	4,510	19,840	24,350
COLLECTOR STREETS					
STREETS	102.1	11.0	990	2,752	3,742
BRIDGES	—	0.8	—	1,500	1,500
R.R. SEPARATIONS	—	—	—	—	—
TOTAL	102.1	11.8	990	4,252	5,242
LOCAL STREETS					
STREETS	593.6	3.6	—	528	528
BRIDGES	—	—	—	—	—
R.R. SEPARATIONS	—	—	—	—	—
TOTAL	593.6	3.6	—	528	528
LOCAL STREETS FUTURE					
STREETS	10.0	10.0	—	3,600	3,600
BRIDGES	—	—	—	—	—
R.R. SEPARATIONS	—	—	—	—	—
TOTAL	10.0	10.0	—	3,600	3,600
GRAND TOTAL	813.0	38.1	5,500	28,220	33,720

INVENTORY OF ROAD AND STREET DEFICIENCIES

JULY 1, 1960

X

Collector Streets
Local Streets Existing
Local Streets Future

Secondary Collector Roads
Other Secondary Roads Existing
Other Secondary Roads Future

ROAD NUMBER OR STREET NAME	RURAL OR URBAN	TERMINI	DEFICIENT MILES	ESTIMATED TRAFFIC			EXISTING ROAD			WHY DEFICIENT CODE NUMBERS	NEW LOCATION	PROPOSED IMPROVEMENT					ESTIMATED COST IN THOUSANDS OF DOLLARS			PHASING CODE	REMARKS	
				A D.T. 1960	PEAK HOUR 1960	A D.T. 1980	SURFACE TYPE	TRAVELED WAY WIDTH	CURB TO CURB OR ROADBED WIDTH			R/W WIDTH	SURFACE THICK- TYPE	BASE THICK- TYPE	TRAVELED WAY WIDTH	CURB TO CURB OR ROADBED WIDTH	R/W WIDTH	RIGHT OF WAY	CON- STRUCTION			TOTAL
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
7TH AVE		LINCOLN WAY- NORIEGA ST	0.8	18,000	2,000	35,000	PMS	32	46/50	70	1		2" PMS	8" PC	48	54	70	—	200	200	60	} PARTLY A NEW DIAGONAL STREET
CLIPPER		DOUGLAS - SANCHEZ	0.5	9,000	896	14,000	"	20	34	64	1		"	"	48	64	80	80	137	217	65	
ARMY ST		SANCHEZ - GUERRERO	0.4	7,000	850	12,000	"	20	34	64	1		"	"	48	64	80	—	110	110	65	
GENEVA		OCEAN - ALEMANY	0.5	14,812	1,396	26,000	"	22	30	60	1		"	"	44	60	80	230	480	710	60	DIVIDED; RELOCATE LARGE RET. WALL
3RD ST		CHANNEL - MARIPOSA	0.8	21,874	2,369	15,000	"	48	54/80	80/100	1		"	"	2-36	2-44	80/100	—	264	264	65	DIVIDED.
EVANS		ARMY - HUNTERS PT.	1.4	11,858	1,586	12,000	"	48	50/60	80	2		"	"	48	50/60	80	—	350	350	65	REFER TO BRIDGE DEFICIENCIES REF
PARK		KEZAR DR. - MAIN DR.	0.3	15,000	1,781	27,000	"	26	NO CURB	—	1, 2		"	10" UB	48	NO CURB	—	—	40	40	60	
STANYAN		FULTON - FELL	0.2	12,958	1,100	18,000	"	23	39	69	1		"	8" PC	48	55	69	—	108	108	60	LONG RETAINING WALL
PARK		LINCOLN @ SUNSET BLVD / FULTON @ 40TH AVE.	0.7	2,000	250	15,000	"	20	NO CURB	—	1, 2	X	"	"	2-24	2-24	—	—	200	200	65	DIVIDED; NEW ROUTE THRU PARK
16TH ST		7TH ST - 3RD ST.	0.3	7,000	600	10,000	"	48	67	90	1, 2		"	"	48	67	90	—	80	80	60	
DUBOCE		MARKET - MISSION	0.3	7,800	1,369	10,000	"	46	60	80	2		"	"	48	60	80	—	69	69	60	
DIVISION		11TH ST - KANSAS	0.4	3,000	375	4,000	"	48	50/73	80	2		"	"	48	50/73	80	—	92	92	60	
WEBSTER		GOLDEN GATE - FELL	0.3	4,845	402	10,000	"	23	39	69	1		"	"	2-24	2-32	110	170	55	225	65	DIVIDED
FELL		WEBSTER - LAGUNA	0.2	15,220	1,502	27,000	"	35	49	69	1		"	"	2-24	2-32	69	640	195	835	70	} AREA OF INTENDED DIAGONAL ROUTE (1980 ADT OF 18,000 FOR CROSSING MARKET ST.
PAGE		WEBSTER - LAGUNA	0.2	4,485	487	6,000	"	23	39	69	1		"	"	2-24	2-32	69	—	—	—	70	
LAGUNA		PAGE - MARKET	0.2	3,222	603	18,000	"	23	39	69	1		"	"	2-24	2-32	69	190	60	250	70	
BOSWORTH		O'SHAUGHNESSY - ROUSSEAU	0.7	9,500	950	32,000	"	24	40	60	1		"	"	2-36	3-38	84/94	1,500	2,500	4,000	60	DIVIDED
O'SHAUGHNESSY		BOSWORTH - PORTOLA	1.1	8,659	920	32,000	"	24	40	60	1, 2		"	"	2-36	3-38	94	1,000	6,500	7,500	60	VIADUCTS; UNDERCROSSING AT PORTOLA

SURFACE TYPE CODES
USES IN COLUMNS (H) AND (N)

9.3

"WHY DEFICIENT" CODE NUMBERS

COLUMN (L)

2 Structurally Deficient (Includes:

pavement too light for volume and character of traffic;
base inadequate; poor drainage; stage construction

3 Safety Features (Includes:

accident frequency above average;
points of accident concentration

PHASING CODE

USE IN COLUMN (V)

60 Present deficiencies July 1, 1960

65 Deficiencies estimated to occur 1960 to 1965

70 " " " " 1965 to 1970

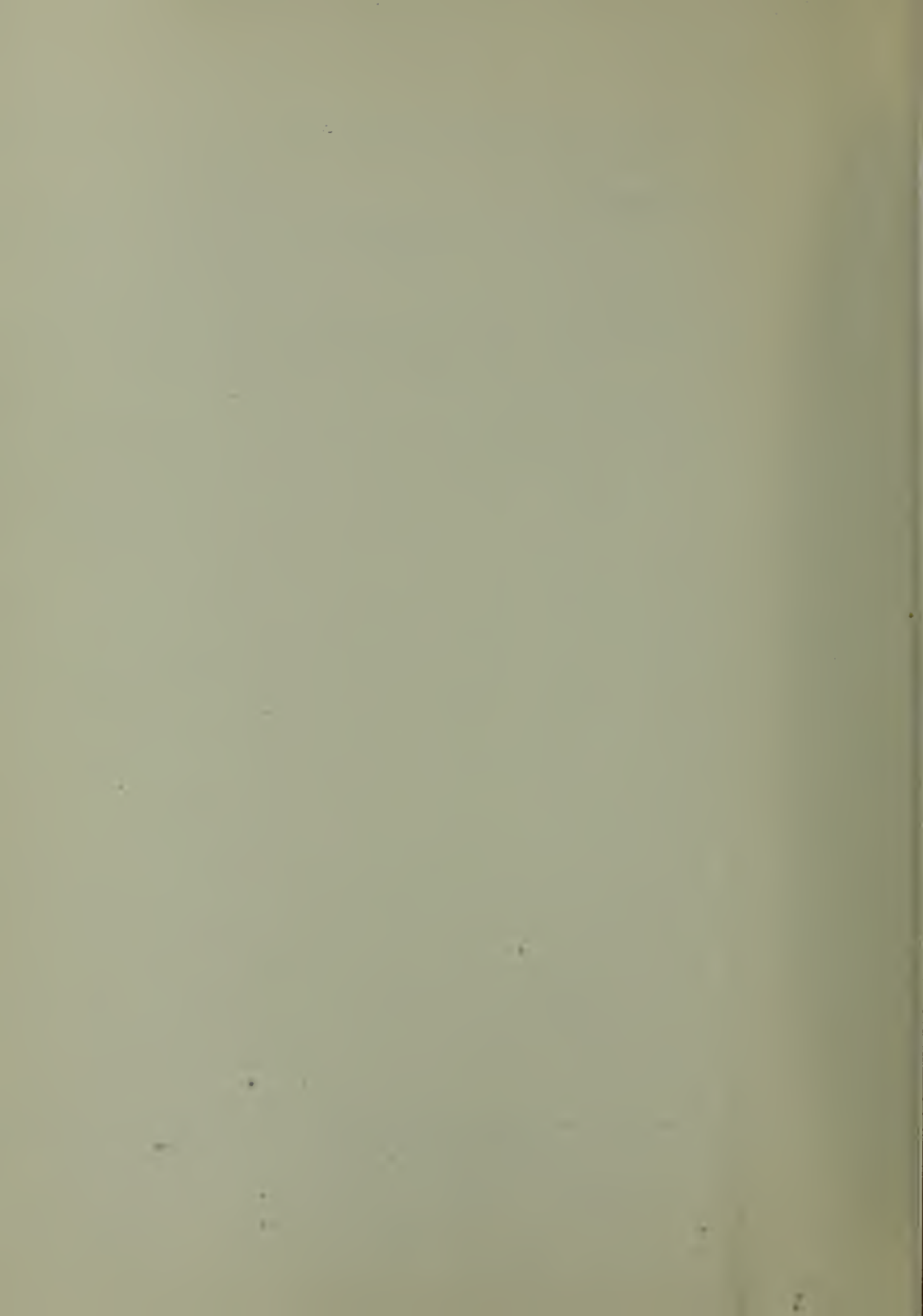
75 " " " " 1970 to 1975

80 " " " " 1975 to 1980

G { Earth
Gravel
OG { Oiled Earth
Oiled Gravel
Armour top

PMS { Plant Mixed Surface
Asphaltic Concrete
PC — Portland Cement Concrete

1. Capacity inadequate (Includes:
number of lanes inadequate; traveled way too narrow;
no shoulders; poor alignment; limited sight distance.)



X

JULY 1, 1960

COUNTY

Primary Roads

Secondary, Collector Road

Other Secondary Roads Existing

Other Secondary Roads Future

SEE GRADE SEPARATION DEFICIENCY SHEET,
GRADE SEPARATION, VICINITY SPRR TRACKS

2. Structurally Deficient (includes:
pavement too light for volume and character of traffic;
base inadequate; poor drainage; late construction.)
3. Safety Features (includes:
accident frequency above average;
points of accident concentration)

BASE TYPE OF DE
USE IN COLUMN CO

DB Import/Export Base
TR Current Trade
SI Imports, Select Mode

03 1974

TR C. 1001. 1001

Imports. Sales. Price

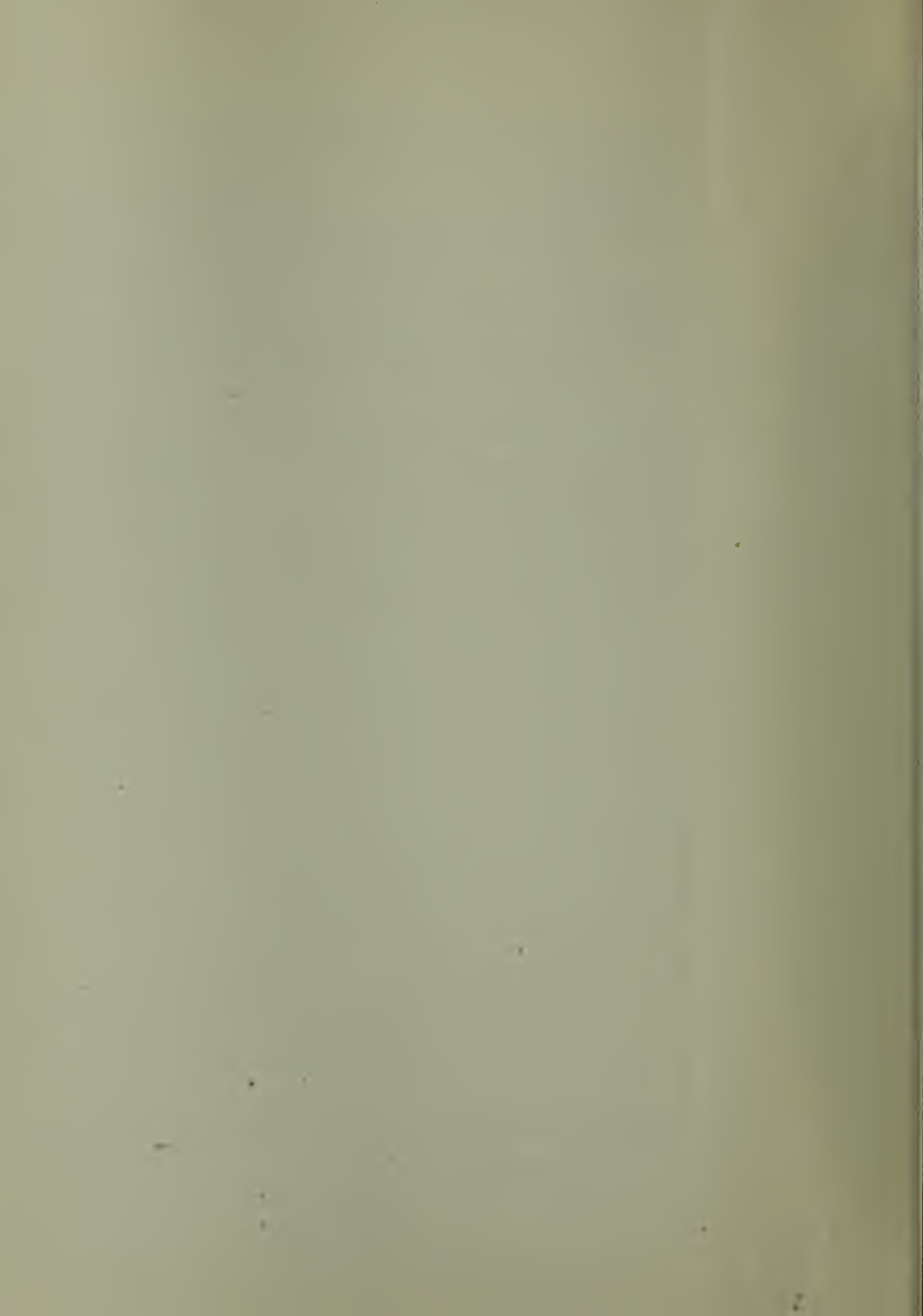
80	"	"	"	"	1973 to 1980
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CITY AND COUNTY OF SAN FRANCISCO
INVENTORY OF ROAD AND STREET DEFICIENCIES
JULY 1, 1960

Major Collector Streets
Local Streets Existing
Local Streets Future
Collector Roads
Secondary Collector Road
Other Secondary Roads Existing
Other Secondary Roads Future

ROAD NUMBER OR STREET NAME	RURAL OR URBAN	TERMINI	DEFICIENT MILES	ESTIMATED TRAFFIC			EXISTING ROAD				WHY DEFICIENT CODE NUMBERS	PROPOSED IMPROVEMENT						ESTIMATED COST IN THOUSANDS OF DOLLARS			PHASING CODE	REMARKS
				A.D.T. 1960	PEAK HOUR 1960	A.D.T. 1980	SURFACE TYPE	TRAVELED WAY WIDTH	CURB TO CURB ROADBED WIDTH	R/W WIDTH		NEW LOCATION	SURFACE THICK- TYPE	BASE THICK- TYPE	TRAVELED WAY WIDTH	CURB TO CURB OR ROADBED WIDTH	R/W WIDTH	RIGHT OF WAY	CON- STRUCTION	TOTAL		
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
14 th St.		Castro - Buena Vista	0.15	1,000	125	1,400	PMS	20	34	64	2		2" PMS	8" PC	20	34	64	-	15	15	60	
Roosevelt		Buena Vista - 17 th St.	0.6	1,000	125	1,400	"	32	48.5	60	2		"	"	32	48.5	60	-	100	100	60	
Webster		Colifornia - Post	0.3	4,800	600	20,000	"	23	39	69	1		"	"	2-36	2-44	110	320	124	444	65	
Stanyan		Carl - 17 th St.	0.3	9,295	873	13,000	"	23 1/38	39 1/54	69	2		"	"	23 1/38	39 1/54	69	-	50	50	65	
17 th St.		Market - Stanyan	0.5	11,138	1,258	22,000	"	20 1/26	34 1/40	64	2		"	"	20 1/26	34 1/40	64	-	60	60	65	
Clayton		17 th - Market	0.3	6,000	600	8,400	"	19 1/25	33 1/39	47 1/69	2		"	"	19 1/25	33 1/39	47 1/69	-	35	35	65	
40 th Ave.		Clement - El Camino del Mar	0.2	2,000	250	15,000						X	"	"	48	48	58	-	60	60	70	
20 th St.		Guerrero - Patrero	0.9	2,000	250	2,800	"	20	34	64	1,2		"	"	48	60	64	-	207	207	65	
Dewey		Taraval - Laguna Honda	0.3	16,754	1,600	30,000	"	36	50	80	1,2		"	"	48	60	80	-	69	69	65	
28 th Ave		Lincoln - Taraval	1.5	1,500	190	2,100	"	26 1/32	40 1/46	70	2		"	"	26 1/32	40 1/46	70	-	150	150	65	
Kirkham		7 th - 15 th Aves.	0.7	5,000	625	9,000	"	36	50	80	1,2		"	"	48	60	80	-	161	161	65	
Holloway		Junipero Serra - Harold	1.0	4,000	350	8,000	"	16	30	60	1,2		"	"	24	40	60	-	115	115	65	
Harold		Holloway - Ocean	0.1	1,000	125	1,400	"	16	30	60	1		"	"	24	40	60	-	12	12	70	
Plymouth		Intersection @ Ocean	-	4,000	500	6,000	"	16	26	50	3		"	"	24	30	60	20	24	44	60	Realign signalize
Judson		Phelan - Detroit	0.2	1,500	190	5,000	"	13	27	50	1		"	"	48 1/24	62 1/24	82	-	130	130	60	440' Retaining wall
Foerster		Judson - Monterey	0.2	1,188	138	2,000	"	16	30	60	1,2		"	"	24	40	60	-	50	50	60	
Quint		Palou - Oakdale	0.05	800	100	1,100	"	30	44	64	2		"	"	24	44	64	-	5	5	65	
Berry		3 rd - Embarcadero	0.2	16,283	1,549	23,000	"	24	40	80	1,2		"	"	24	40	80	-	25	25	65	

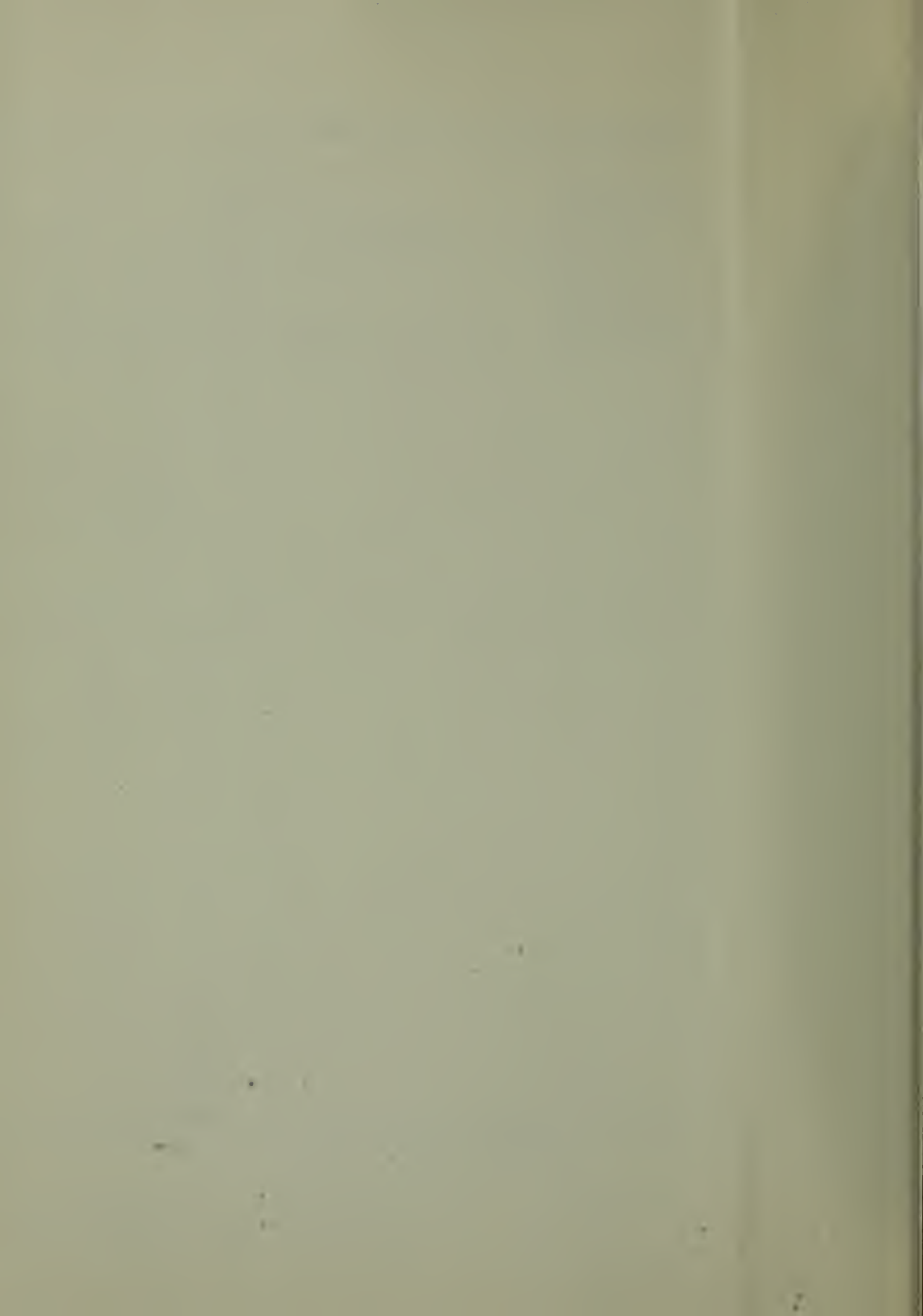
SURFACE TYPE CODES USES IN COLUMNS (H) AND (N)		"WHY DEFICIENT" CODE NUMBERS		COLUMN (L)	2	Structurally Deficient (Includes: pavement too light; volume and character of traffic base inadequate; poor drainage; stage construction)	3	Safety Features (Includes: accident frequency above average; points of accident concentration)	PHASING CODE		USE IN COLUMN (V)	BASE TYPE CODES USE IN COLUMN (W)	
G { Earth Gravel	PMS { Plant Mixed Surface Asphaltic Concrete	1.	Capacity inadequate (Includes: number of lanes inadequate; traveled way too narrow; no shoulders; poor alignment; limited sight distance)						60	Present deficiencies July 1, 1960		1B	Untreated Earth
OG { Oiled Earth Oiled Gravel Armour top	PC - Portland Cement Concrete								65	Deficiencies estimated to occur 1960 to 1965		1C	Untreated Gravel
									70	" " " " 1965 to 1970		1D	Untreated Gravel
									75	" " " " 1970 to 1975		1E	Untreated Gravel
									80	" " " " 1975 to 1980		1F	Untreated Gravel



	Major Arterial	- - -	Primary Roads
X	Collector Streets	- - -	Secondary Collector Road
	Local Streets Existing	- - -	Other Secondary Roads Existing
	Local Streets Future	- - -	Other Secondary Roads Future

JULY 1, 1960

SURFACE TYPE CODES USES IN COLUMNS (H) AND (N)			"WHY DEFICIENT" CODE NUMBERS	COLUMN (L)	2. Structurally Deficient (includes pavement too light for volume and character of traffic base inadequate; poor drainage; structural defects)	PHASING CODE	USE IN COLUMN (M)	BASE TYPE CODE USE IN COLUMN (N)
G	<ul style="list-style-type: none"> Earth Gravel 	PMS <ul style="list-style-type: none"> Plant Mixed Surface Asphaltic Concrete 	1	Capacity inadequate (includes: number of lanes inadequate, traveled way too narrow; no shoulders; poor alignment; limited sight distance)	3. Safety Features (includes: accident frequency above average; points of accident concentration)	60	Deficient - estimated to occur 1960 to 1965	UB
						65	Deficient - estimated to occur 1965 to 1970	
OG	<ul style="list-style-type: none"> Oiled Earth Oiled Gravel Armour top 	PC — Portland Cement Concrete				70	" " " " 1970 to 1975	CS
						75	" " " " 1975 to 1980	
						80	" " " " 1980 to 1985	



Major Arterials	-----	Primary Roads
Collector Streets	-----	Secondary Collector Roads
Local Streets Existing	-----	Other Secondary Roads Existing
Local Streets Future	-----	Other Secondary Roads Future

JULY 1, 1960

B'S TYPE 100
USE A COLUMN 100

1. Capacity inadequate (Includes:
number of lanes inadequate; traveled way too narrow;
no shoulders; poor alignment; limited sight distance.)

60	Present deficiencies July 1, 1960	
65	Deficiencies estimated to occur:	1960 to 1965
70	" " " "	1965 to 1970
75	" " " "	1970 to 75
80	" " " "	1975 to 1980



CITY AVC COUNTY San Diego
 INVENTORY OF ROAD AND STREET DEFICIENCIES
 JULY 1, 1960

Legend:
 X Deficient Streets
 Local Streets Existing
 Local Streets Future
 Primary Collector Roads
 Other Secondary Roads Existing
 Other Secondary Roads Future

ROAD NUMBER OR STREET NAME	RURAL OR URBAN	TERMINI	DEFICIENT MILES	ESTIMATED TRAFFIC			EXISTING ROAD				WHY DEFICIENT CODE NUMBERS	PROPOSED IMPROVEMENT						ESTIMATED COST IN THOUSANDS OF DOLLARS			PHASING CODE	REMARKS
				A.D.T. 1960	PEAK HOUR 1960	A.D.T. 1980	SURFACE TYPE	TRAVELED WAY WIDTH CURB TO CURB OR ROADBED WIDTH	R/W WIDTH	NEW LOCATION		SURFACE THICK- TYPE	BASE THICK- TYPE	TRAVELED WAY WIDTH CURB TO CURB OR ROADBED WIDTH	R/W WIDTH	RIGHT OF WAY	CON- STRUCTION	TOTAL				
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)
(140000)		DANFORTH ST. INTERSECTION	6.0	--	--	--						X	2" PMS	4" PMS	26	26	40	--	2,000	2,000	60	INTEGRATED REDEVELOPMENT AREA
(150000)		HUNTERS PT. SECLAM DIST.	4.0	--	--	--						X	2" PMS	8" LC	4-12	64	84	--	1,600	1,600	80	
																</						

SURFACE TYPE CODES USES IN COLUMNS (H) AND (N)			"WHY DEFICIENT" CODE NUMBERS		COLUMN	2	PHASING CODE		USE IN COLUMN	11	DATE TYPE	12
G	{ Earth Gravel	PMS { Plant Mixed Surface Asphaltic Concrete	1	Capacity inadequate (includes number of lanes inadequate; traveled way too narrow; no shoulders; poor alignment; limited sight distance)			Structurally Deficient (includes: pavement too light for volume; no drainage; or traffic base inadequate; poor drainage; stage construction Safety Features (includes: accident frequency above average; points of accident concentration)	60	Present deficiencies July 1, 1960			
OG	{ Oiled Earth Oiled Gravel Armour top	PC -- Portland Cement Concrete						65	Deficiencies estimated to occur	1960 to 1965	UB	Urban Interstates
								70	" " " "	1965 to 1970	CTR	County Trunk Road
								75	" " " "	1970 to 1975	ISM	Interstate Main
								80	" " " "	1975 to 1980		



_____ Primary Roads
_____ Secondary Collector Road
_____ Other Secondary Roads Existing
_____ Other Secondary Roads Future

"WHY DEFICIENT" CODE NUMBERS

- PHASING CODE

- | | | | |
|----|---------------------------------|--------------|--------------|
| 60 | Present deficiencies | July 1, 1960 | |
| 65 | Deficiencies estimated to occur | 1960 to 1965 | |
| 70 | " " | " " | 1965 to 1970 |
| 75 | " " | " " | 1970 to 1975 |
| 80 | " " | " " | 1975 to 1980 |



INVENTORY OF RAILWAY GRADE SEPARATION DEFICIENCIES

JULY 1, 1960

Major Arterial
Collector Streets
Local Streets Existing
Local Streets Future

COUNTY _____

Primary roads _____

Secondary Collector Road _____

Other Secondary Roads Existing _____

Other Secondary Roads Future _____

[illegible]

"WHY DEFICIENT" CODE NUMBERS

- | | |
|----------------------------|--|
| 1. Structurally Inadequate | 4. Separations needed (Not now existing) |
| 2. Roadway Too narrow | 5. Sidewalks needed |
| 3. Poor alignment | 6. Vertical Clearance limited |
| | 7. Other (describe) |

PHASING CODE

- | | | | |
|----|---------------------------------|--------------|--------------|
| 60 | Present deficiencies | July 1, 1960 | |
| 65 | Deficiencies estimated to occur | 1960 to 1965 | |
| 70 | " | " " | 1965 to 1970 |
| 75 | " | " " | 1970 to 1975 |
| 80 | " | " " | 1975 to 1980 |

